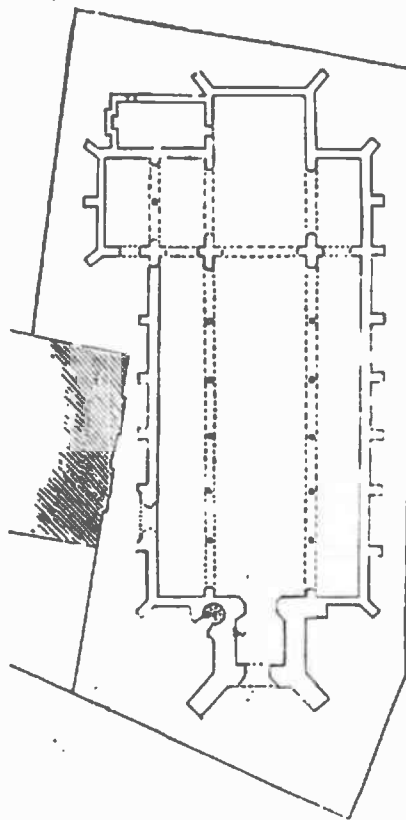


PLAN OF ROMAN CATHOLIC CHURCH, GREENWICH.



men have fought in all our great sea-fights, and helped to make England what she is,—mistress, in a great measure, of the destinies of the world. They never flinched when fighting by the side of their Protestant brethren. The good Protestant, with a heart to feel, will acknowledge that they deserve even from him consideration in their conscientious scruples.

The present pastor (the Rev. Richard North) undertook their cause. His first effort was unfortunate. He collected 900*l.* with difficulty, and lost it in the failure of Wright's bank. This misfortune made him but the more ardent to set to work again. In his distress he applied to the Lords of the Admiralty, and received from them 200*l.* At the present time, after an outlay of nearly 8,000*l.*, he has almost succeeded in building his church: much help, however, is still needed to enable him to finish it as it should be. Space forbids us here to give particulars; suffice it to state that nearly 1,000*l.* have been contributed in copper and silver.

The church is built of Kentish rag stone, with Caen stone dressings to the windows and doorways, and is in the style of the fourteenth century, or Decorated English. It consists of a nave, aisles, chancel, three chapels, sacristy, and tower. The columns of the nave are octagonal, of solid polished Purbeck marble. The roofs of the nave and aisles are open, and those of the chancel and chapels are lined with cedar panelling on richly moulded oak ribs; the whole of this will be embellished with sacred devices. The cornices from whence this panelling springs are to be filled in with carved foliage, lilies, roses, &c., and the hymn, Ave Maria Stella. In the chapels the inscriptions will relate to their dedications. The outer chapel, on the gospel side of the chancel, is for the organ, and an oratory of a religious community, who will form the choir. The fittings will all be carried out in the same style. The architect is Mr. W. W. Wardell.

The annexed plan shows the distribution of the building, and the confined site on which it stands. The tower is next the road.

PARLIAMENTARY COMMITTEE ON SCHOOL OF DESIGN.

THE Parliamentary Committee appointed to inquire into the management of the Government School of Design say in their report, which is just now published,—

"From a general review of the evidence, your committee conclude that the schools, though far from having attained the degree of perfection of which they appear capable, are producing beneficial effects, and may in due time be expected, with energetic support and under judicious management, to realize the anticipations with which they have been founded. In an undertaking of so novel and experimental a character, difficulties have naturally arisen, and no doubt errors have been committed. Prejudices have been encountered; it has been found difficult to get men duly qualified in all respects for the duties which they have had to discharge; and finally, there have been many differences of opinion among those who have been charged with carrying out the undertaking, which have necessarily impeded the uniformity of its operation. Your committee cannot flatter themselves that these difficulties are yet at an end; but they see reason to hope that they are gradually disappearing, and confidently recommend to the house to continue the support which has hitherto been afforded to an object of such great national importance."

"Evidence has been taken upon the systems of management which have prevailed since the opening of the schools, and upon the principles on which the several managing bodies have acted. The inconveniences of the plan of placing a council, or committee of management, variously composed, and consisting of unpaid members, between the Board of Trade and the masters of the school, have been for some time recognised; and unless your committee were prepared wholly to disregard the evidence taken on this point, they cannot avoid expressing the opinion that the present committee of management ought not to be retained. * * * Your committee observe

that some confusion exists in the proceedings of the present managing body, which they attribute to the circumstance of the relations between the Board of Trade and the committee of management being imperfectly defined; they would recommend that the management be placed on a more distinct footing, by rendering the Board of Trade directly responsible for the management; and your committee trust that the Board of Trade, being made distinctly and primarily responsible for the working of the system, will from time to time make such improvements as experience may show to be desirable."

"Your committee are then, generally, of opinion that the principles of management of the head and branch schools should be these: that the supreme executive authority should be vested in the Board of Trade, and that all persons employed should be immediately responsible to that department. That the Board should appoint all masters and other persons. That one or more paid inspectors, acquainted with ornamental designing, should be appointed, who should frequently visit and report upon the provincial schools, but that the inspectors should not be authorized to interfere with the details of the teaching in any school, for which the head-master or masters of every school ought to be solely responsible."

The committee recommend an increased supply of examples and works of art for the provincial schools, and better accommodation for the central school at Somerset House.

The report seems to us a very "yea-nay" sort of document, and so far as we can discover, might as well have remained unwritten.

THE COVERED BRIDGES OF SWITZERLAND AND THE TUBULAR BRIDGE OVER THE MENAI STRAITS.

As a visitant of Chester during the recent congress of the British Archaeological Association in that city, it was impossible, when so near the most important modern triumph of the art of engineering, not to visit the new tubular Victoria Bridge over the Menai Straits, and I believe it may now, during its formation and erection, be more duly appreciated in all its colossal proportions and the felicity of its construction than it will be when poised in mid air as a thoroughfare for immense trains.

But it struck me that the idea of a "hanging and covered bridge," though in a different material, viz., wood, had been realised in Switzerland and Germany, nearly a century back. I need not recall to your recollection those uncommonly curious structures that were erected over the rapid torrents of the Swiss republic, where, from the force of the current, pillars supporting arches were impracticable; but to your readers the following particulars of some of them, and of others copied from them, may be new and interesting:—

The first in date and merit is that of Schaffhausen, built over the Rhine, where the influence of that river's cataract, a couple of miles lower down, at Laufen, is felt in great force. From its firm construction, it was accounted the best wooden bridge in the world, though the flatness of the banks on each side offered no facilities, and the merit of its projection and construction is due to a common carpenter of the place, called John Ulrick Grubenmann, in 1737. Its entire width was 353 feet 7 inches, without support from below, for though an old pillar was found about half way across the river, on a rock, the construction was independent of its aid: its breadth was 15 feet 6 inches. With the passage of an individual it vibrated sensibly, but was kept immovable and firm when heavily laden waggon's passed over it. The same builder, in conjunction with his brother John, built another hanging and covered bridge, in 1774, over the Limmat, near Wettingen, with a span of 346 feet, and with some improvements and greater firmness than the Schaffhausen earlier one. Both were burnt in 1799 by the revolutionary hordes of France, when retreating after a defeat by the Austrians. The full particulars of their construction, with accurate and clear sections, &c., may be found in "Plans, Coupes, et Elevations des trois Ponts de Bois les plus remarquables de la Suisse," published in 1803, by Cr. Mebach, at Basle.